GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA

UNSTARRED QUESTION NO:1720
ANSWERED ON:08.03.2001
EARNING FROM FREIGHT AND PASSENGER TRAFFIC
BASUDEB ACHARIA;PRABHUNATH SINGH

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Railways not only missed the freight target but also coaching earnings was lower than the target ;

(b) the estimated earning of Railways during 2000-01 from freight movement and passenger traffic respectively;

(c) the target fixed for freight and coaching during 2000-01 and the extent to which it has been achieved so far;

(d) the load carrier percentage of the system between passenger and freight traffic ;

(e) the load percentage during 1970-1980, 1980-1990 and 1990-2000 periods; and

(f) the steps taken to improve the working of the Railways to improve its earnings and to provide desired services to the traveling public?

Answer

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH)

(a) to (f) A statement is attached.

STATEMENT REFERRED TO IN REPLY TO PARTS(a) TO (f) OF THE LOK SABHA UNSTARRED QUESTION NO. 1720 BY BASUDEB ACHARIA AND SHRI PRABHUNATH SINGH TO BE ANSWERED ON 8.3.2001 REGARDING EARNING FROM FREIGHT AND PASSENGER TRAFFIC.

(a) Although Railways freight loading upto end of January 2001 is 18.48 million tonnes more than that in the corresponding period of 1999-2000, it is marginally less than the proportionate target upto January 2001. It is expected that the Railways will achieve the freight target for the current financial year. The coaching earnings are above the target.

(b) The estimated earning of Railways in 2000-01 from freight movement and passenger traffic are as under:-

	Revised Estimate (Rs.)
Passenger	10450.00
Freight	23486.00

(c)) The revised target fixed for freight and coaching earning for 2000-01 is as mentioned in answer to part (b) of the question. The earnings (approx) for both passenger and freight vis-vis proportionate target upto end of January 2001 is as under:-

To end of Jan,2001 (Rs. In crore)

	Revised Proportion	Approx.	Variation
Passenger	8,318.55	8,552.17	233.62
Goods	19,415.37	19,267.08	-148.29

(d) & (e) There is no such term as `Load Carrier` in use in Indian Railway statistics.The corresponding term for the purpose is Gross tonne Kilometre (GTKM).The percentage of Passenger & Freight traffic in terms of Gross tonne KMs (including weight of motive unit

but excluding departmental) during 1999-2000 as well as for the last 3 decades are as under:-

Year	Passenger(including proportion of mixed)	Freight (including proportion. of mixed)	Total
1999-00#	34.1%	65.9%	100%
1970-71 to 1979-80	31.2%	68.8%	100%
1980-81 to 1989-90	31.5%	68.5%	100%
1990-91# to 1999-2000	31.9%	68.1%	100%

Figures for 1999-2000 are provisional.

(f) The Railways have initiated a multi-pronged Freight Policy to improve its earnings and also provide desired service to the traveling public. Some of the steps taken / proposed to be taken to increase freight earnings are Comprehensive delegation of powers to Zonal Railways to quote station to station rates for attracting traffic from road to rail, special lumpsum rates for movement on merry-go-round (MGR) system, tapping earnings from non-traditional sources like utilization of land and airspace, right of way for optical fibre cable, commercial publicity, etc. Steps taken to provide desired services to traveling public include . Development of model stations by introducing National Train Enquiry System, provision of self printing machines for sale of tickets, improvement of on board services for nominated trains, extension of computerized passenger reservation system, improving sanitation at stations and imparting training to staff on customer care.